JAY GOULD TELLS OF THE BAILBOADS OF THE FUTURE.

e Says that it is Pelly to Think that at This Time the Union Pacific Can Pay Ita-Debt to the Government—Perhaps it Never Can—It was a Bear Road to Lay. Mr. Jay Gould walked quietly into the antercom of the office of the Pacific Bailroad Commission at exactly 11 o'clock yesterday morning, and the folding doors, behind which the Commission had been sitting in executive sion, immediately swung open. Mr. Gould

little weary of lying on the Commissioner's dissecting table. It was his third day on it. Mr. Anderson began by asking for some explanation of several apparently inexplicable entries in the accounts of the Kansas Pacific trustees. Mr. Gould was one of the trustees. Mr. Gould said the accounts Mr. Anderson had he had never seen before, being those kept by the Union Pacific people. He thought Mr. Calef had the detailed trustees' account. Mr. Calef had already been on the stand to no purpose, except to convince the Commission that he deserved the medal for being, the champion forgetter. Mr. Gould said Mr. Anderson could rest assured that the trustees' account would balance exactly with the con-

solidated mortgage.
"I presume so," said Mr. Anderson, " but the question is what bonds the trustees delivered, and what securities they received for them,

I know what you want," said Mr. Gould. "You want the trustees' account, which will be furnished you."

Mr. Anderson—I see that in March, 1880, 927 Kansas Pacific concels were delivered to Jay Gould in settlement of his account. What was that?

Mr. Gould—I presume for cash I advanced.

Q.—I find, also, 42 Kansas Pacific consols delivered to Russell Sage for \$50,000 of Leavenworth Branch bonds. Remember that? A.—No, sir.

Remember that? A.—Wo. sir.

Mr. Anderson said Mr. Calef would have to be sent for, and Mr. Gould instructed Sergeant-at-Arms Walsh where to find him and to have him bring certain books. Meanwhile Mr. Litter took Mr. Gould in hand.

lier took Mr. Gould in hand.

Q.—Will you be kind enough, Mr. Gould, to tell us the indebtedness of the Union Facilite on Dec. 14, 1673—just hefore the consolidation? A. (Mr. Gould referring to papers)—984, 472,391.1, 187.

Q.—What was the outstanding stock? A.—383, 763,393.

Q.—What was the indebtedness of the Kannas Facilite then? A.—633, 102,518.50, consisting, of course, of all bonds and Generiment thes.

Q.—What was the Denver Facilite stock? A.—Four multions.

million.

(A) Cov., what were your holdings in the Union Pacific at that time? A.—I believe \$7,000 shares of stock and a million of collaters bonds.

(A) — You had a controlling interest then? A.—Tea, str., 4.—What were your holdings in Kansaa Pacific? A.—Four millions in stock at par value. I forget the bonds; I think about three millions.

(A)—You owned the Missouri Pacific absolutely, did you not? A.—Yea sir.

(880).

Now, at the time you signed that agreement with Dillon and others to stick to the Union Pacific, you do have transferred the Kanass Pacific to the Mis-Pacific, could you not; it was in your power? A. t was in your power, was it not to dictate the

You purchased the stock of the Kansas Pacific at A.—Yes. And traded them at par for consolidated bonds Yes.

-Then, counting the interest on the money invested if the value of the consolidated stock, your profits ald be determined? A.—Yes.

Mr. Littler said he wouldn't stop to figure it up, but it was not a difficult problem, for Mr. Littler said he wouldn't stop to figure it up, but it was not a difficult problem, for Mr. tould bought at 12% in 1877, and sold at 100 in 1878, so that his profit must have been something over 500 per cent, on his purchase.

Mr. Littler then asked for an explanation of the problem how Union Pacific could declare dividends when it had defaulted in its payments to the Government, as was the case some years following 1876 when the Union Pacific was then behind to the Government over nine millions. Mr. Could said he did not admit the facts. He didn't think any dividends were paid except in accordance with the terms.

the terms.

9.—Why, then, if dividends were being paid, did you said for an extension of time in making Government payments, A.—Well, I was not so big a factor in the read at that time to know about that. If I had been a creditor instead of the Government I wouldn't have hesitated to give an extension, unless I wanted to run the road.

instead of the Government I wouldn't have hesitated to give an extension, unises I wanted to run the road.

The Sergeant-at-Arms then produced Mr. Amos Calof, and he set to work to point out the transactions on the books of Trustees Gould and Sage. The Commission made very little out of them. however, and finally agreed with Mir. Gould to send its accountant, Mr. Norris, to Mr. Gould's office with Mr. Calef to work on the puzzle. One thing that appeared from the books was that for an issue of \$3.384,289.07 of bonds to Mr. Gould, the securities received in return were \$930.000 less than provided for by the dollar for dollar terms of the consolidated mortgage. Mr. Gould had forgotten about this, but he presumed that there were other considerations of some kind.

Mr. Gould said that he turned the Utah Northern over to the Union Pacific for about what he paid for it. The testimony of Mr. Pondir that the original saie of the road by Mr. Richardson to Mr. Gould was not voluntary Mr. Gould contradicted. He said:

When I bought the road it was a worthless thing. It When I bought the road it was a worthless thing. It pulled a master hand and money to build up a railroad. Wicked Brothers May Trade After Noon.

requires a master hand and money to build up a raifroad.

Mr. Richardson was too stingy to develop it. It has
proved a very valuable property.

Judge Dillon asked permission to take Mr.
Gould in hand a while, and he attempted to
draw out of Mr. Gould that he had not manipulated the quotations of St. Joseph and Denver bonds, which he did very easily, for Mr.
Gould was willing. Mr. Gould said he had
made a few purchases at low prices, and it
leaked out that he was buying, so the holders
of the rest ran up the price. He had nothing
to do with booming them up.

Rr. Go., Patitison—You don't want this Commission to

to do with booming them up.

Rx-Rov. Pattison—You don't want this Commission to understand that you lost money on it? A.—Oh, no. I want to tell you just the facts. I have nothing to conceal. Judge Dillon—It is said that in 1878, when Commodore Garrison, the owner of Missouri Facilic, threatened to extend this road into the territory of your road, the Kansas Facilic. you told him that for every mile he invaded Kansas you would invade Missouri. In that way you protected your world invade Missouri. In that way you protected your wisten. Has the Union Facilic this advantage: A.—No, sir. It can't help itself against com-

Variage? I.A.—No. sir. It can't belp itself against competing lines.
Q.—Have you any interest in the Union Pacific now?
A.—No. sir. not a dollar.
Q.—Many of the branches were built while you were scrive in the management, were they not? A.—Yes. A raitroad has also to protect itself in its own immediate iteritory by throwing out feeders into rich valleys, for it dou't some one else will get in.
Q.—Were the branches built at the actual cost of construction? A.—Yes.
Extraction? A.—Yes.
Q.—What effect would it have to dismits the Union Pacific from its branches? A.—A shrinkage of sarraings, probably of a half.
Q.—What was do you think, the value of St. Joseph and hat was, do you think, the value of St. Joseph and bonds at the time of the consolidation? A ... They

Denver bonds at the time of the consolidation? A.—They were worth par. I have that on the property and its debt per mile, which was small. I will take the \$4. Joseph and Western, Central Branch, and Kansas Central all times, to-day for what I sold them to the Union Tacini. If allke to get them.

Tacini. If allke to get them.

Tacini. If allke to get them.

Tacini. A.—The consolidation made the bonds good.

10.—Which do you think was the most valuable road at the time of the consolidation, the Union Pacific or the kansas Pacific. I judged these properties by their local business. The Kansas Pacific projecties by their local business. The Kansas Pacific and the second of the consolidation of the consolidation.

Quest through the richest country.

Quest through the richest country.

A.—Not a share.

Quest dy on hear any objection on the part of the Government.

I dispuise the fact that the Government has not sted it fairly.

—What do you think of the future of the Union Parit A.—Well it is hard for any us to speak with certify of the future, so many roads are reaching out in far West. I myself in my small way, an striking for the West, hying tracks at the rate of eight or tenes a day for Pueblo. A half decar roads are looking the Facilia coast. When a railroad finds a rich and mising valley it goes for it. I am striking for myself. It is folly for this Commission bink that the Union Facilic can at this time induction practical, and interest to the commission bink that the Union Facilic can at this since it Union Facilic would be all right if it was expitalion a undern basis. But it was a very expensive to build. We had to pay from \$5 to \$50 apices for ica. The men who went to build it took their lives in rhands. The Stoux were the terror of the country, irst time I went over the road I was tailing with a ductor, and he took off his hat and showed me a mean head. One day, he told me, he and a brakeman we stopping at a sisting out there, and they went in to a stream about a quarter of a mile away to it result. About fifty klocux awooped down on them except the first years he Union Facilite.

This only illustrates how hard were the first years he Union Facilite. The year select ut the Union Pacific to the Govern.—The year select ut the Union Pacific to the Govern.—The year select ut the Union Pacific to the Govern.—The year select ut the Union Pacific to the Govern.—The year select ut the Union Pacific to the Govern.—The year select ut the Union Pacific to the Govern.—The year select ut the Union Pacific to the Govern.—The year select ut the Union Pacific to the Govern.—The year select ut the Union Pacific to the Govern.—The year select ut the Union Pacific to the Govern.—The year select ut the Union Pacific to the Govern.—

only lituatrates how hard were use used into Pacific.

a vast dels of the Union Pacific to the Governconness due in 1886 and 1886. What can the flowconness due in 1886 and 1886. What can the flowconness due in 1886 and 1886. What can the flowsection of the perfect which is now if per
ant, one bond at it per cent. These bonds could
not one bond at it per cent. These bonds could
not one bond at decount, and the Hovernment set

No one had any more questions to ask Mr. Gould and he withdrew, evidently greatly relieved. There will be no more public sittings of the Commission for some time in this city. It goes to Boston Saturday.

THE ARA SERPENT MYSTERY.

Adirondack Murray Solves It with the Aid of a Good Field Gines. BOSTON, May 19 .- W. H. H. Murray has solved the sea serpent mystery of Lake Champlain, and his solution will perhaps apply to many along shore mysteries of the same sort. He writes as follows:

Going to my front door last Friday morning I found many people, with more or less excitement, looking at the lake. I asked a teamster opposite my door what was the cause of it. Ho replied that the sen serpent was in the bay. I said: "Have you seen him?" He replied that he had, and that it had only just sunk from view, in the bay. I said: "Have you seen min."

that he had, and that it had only just sunk from view, and would soon probably reappear. The words were hardly uttered before he pointed frantically toward the lake, and said: "There he is! There he is!" and sure enough, right in front of me, not two miles away, the lake being scarcely rippled, the sir clear as plate giass. I beheld the see serpent, and I must say that the spectacle was truly a most startling one. In my wanderings, I have chanced to see some strange things and had cause to note some of the deceits that nature can practice on the senses, but I am free to say that I never saw on land or see an appearance more startling than I saw in Burlington hay in front of my house last Priday morning. The appearance has been many times described with a fair degree of accuracy. In length the startline of a startline of a country. Its color was at times of a slaty brown, and at others it seemed to be gistening white, like the scales of a shad. Its motion was undulatory, and a kind of quivering its whole length characterised it. It moved with autonishing rapidity toward the north, and when it was showing the full length of its appearance it sank from sight.

This is a plain account of the see serpent as I saw it.

astonishing rapidity toward the north, and when it was showing the full length of its appearance it sank from sight.

This is a plain account of the sea serpent as I saw it. The deceit was perfect. The coolest observer and the most skeptical would have been perfectly convinced that his eyes had beheld a marine monster. I have a field glass of great value, and, thinking that the serpent would appear spain, I stepped quickly to where it hangs in the hall and adjusted the lenses for the distance. A lady's hand at the required range would show its distress.

rough the water.

That this is a true account and perfect solution of the hamplain sea serpent the public may believe, for I had stonly the opportunity to use one sea serpent that orning, but I saw three at the same instant; one unding Bluff Point, one about a mile out heading to in it, and another north of Juniper Island; and so I leak with the certainty of one who knows whereof he firms. But the appearance is a most deceiffed one, and ith the unassisted eye its real nature cannot be dispersed.

William Eurroy, Eq., Superintendent of Police.

Sin: I have received from you a cop# of a letter from Thomas H. McLean, Secretary of the Twenty-third Street Railway Company, in reference to the acoumulation of cars at the foot of West Twenty-third street.

The statements contained in this letter are to my per-

onal knowledge not true.

For the last fourgrears I have had occasion to trave weekly, and sometimes daily, across the Twenty-third Street Ferry. It has never been my lot at any time to find the street clear of the accumulation of cars. As a rule I have had to walk at least half of the block, and sometimes nearly the whole of it, in order to get into a

sometimes nearly the whole of it, in order to get into a call the street is used as a storehouse for cars. This may be convenient for the railroad company, but it is an absolute infringement of the rights of the public, stopping the face tradition of the street of the

Miss Helen Dauvray has at her home the drawings for a \$500 silver cup which she intends to pre-sent to the winner in a contest between the champion clube of the League and Association at the close of the base ball season next fall. She explains that the offer of base ball season next fail. She explains that the offer of this cup is prompted wholly by her love of the game. While in England she was an enthusiastic lover of cricket, but she thinks base ball an infinitely superior game, and has been surprised to find that there has never been a suitable prize offered to the champion club of the country. The winner of the cup will hold it only till captured by another, until one club has held it three that the country. The winner of the cup will hold it only till captured by another, until one club has held it three that the cup will have the form of a Gracian loving cup and will be about twelve inches high. One face will have etched upon it a picture of a ball game in progress, the figures being in slight relief. Another face will contain a fine figure in relief of a player in position to bat. The third face will be reserved for the inscriptions. The cup is being manufactured by the Gorham Company, and will be exhibited in their window. Miss Dauvray will not present the token in person and she leaves the arrangements and conditions for the contest entirely to the base ball men.

resterday when the members learned that the Board of Managers had caused to be placarded an amendment to the by-law regulating the closing of the Exchange on holidays. The amendment mays that "the Exchange holidays. The amendment says that "the Exchange may be kept open for business Saturday afternoon during such hours as the Board of Managers may preactibe."

The members will vote on the amendment on May St. Meanwhile trading on the itoor of the Exchange will case at noon on the next two Saturdays, although the doors of the Exchange will not be closed until 3 o'clock. The members objected to this quast closing, or "gin-mill closing," as they call it. They wanted the managers either to close the Exchange light at noon or pursue the present routine until the ballot can be taken on the amendment. The principal objection to the balf closing is that there will be temptations to transact business after noon, and that members will be compelled to hang around to see that none of their brethren get ahead of, them.

Parade of the Brooklyn Pelice.

The Brooklyn police force turned out yesterday over 500 strong and showed a vast number of the good people of that city what a fine body of men they are. They were marshalled in two battalions of nine companies of fourteen full files, under command of Inspector McLaughlin, a war veteran as straight as an arrow 'and inspector McKallar, a very tall, slim man, tout a thorough policeman. The mounted squad under command of Spatial Spatial

A Bergen county, N. J., rustic invited a young A bergen county, N. J., rustle invited a youing man of this city to spend a day with him in the country. On sunday in their walk through the woods the city young man saw what he supposed was a sand bag, hung there for symmatric exercise, and rushing up he struct it a blow which knocked a hole clean through it. He is now in the hands of a nurse. The sand bag proved to be a lively nest of hornets.

Most Wants His Gun Back. Herr Most called at the Police Central Office resterday for the purpose of demanding the return of the breech loading rife, the treatises on bombs, and other grifcies which were soixed at the time of his arrest. He was told to call again to-day. The ritle is the one he need to brankish as a sample weapon when he was try-ing to sell guns to Anarchist rifle clubs.

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With repeated and powerful doses of quinine, chills tive existence again, often without the slightest apparent pharmacopous has been exhausted against it in vain, the Bitters conquer it—will remove every lingering ves-tige of it. Nay, more, the Bitters will protect those that begins stants use insurance of the atmospheric polson that the malarial disease from its attacks. Disorders of the stomach, liver, and bowels are among the complaints to be apprehended from the use of missma-tainted water. These are both cured and prevented by the Bitters. Rheumatism, constipation, and renal complaints yield to its action.

45 TRAMS active practice at dentiatry; man 5the children's teeth extracted, 25c.; sets on rubbiplate, 80 and upward; repairies, 81 and upward; philinaim, and sliver fillings a specialty, 81 and upward polishing teeth, 5th.: silver, platina, and gold phiatouchist open evenimes and sundays; lady in attendanc Dr. R. H. DUYIGBAC, French Huntist, 120 Bowery. DR. FULLER extracts teeth without pain. Teeth repaired without waiting. Sets 80 up. 429 Canal at

Tost and Lound.

650 EEWAED-For old-fashioned ministure of book gentisman with powdered hely and cleanshaves face, grayish coest, set as cleap in plain gold. The shows reward will be given and no questions asked if returned to 61 bits ar.



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Unless the whiskey is Pure, it is better not to take it at all, however sick you may be,

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and I find it just the thing. It tones up my systom, and makes me feel like a different man. My wife takes it for dyspepsia, and she derives great benefit from it."— PRANK C. TURNER, Hook and Ladder No. 1, Boston. "Hood's Sarsaparilla has driven the poison from my blood, and though 70 I feel active and strong as at 50."— W. H. GROESHECK, Brooklyn, N. Y. N. H.—If you have made up your mind to get Hood's larsaparilla do not take any other.

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A GOOD girl for general housework, a good washed and ironer, at 137 Macdongal st. EXPERIENCED salesladies wanted.
J. PALMER & CO., 2,312 3d av. FREE Sewing Machine School, open daily from 9 to 3, at Cirls' Lodging House, 27 St. Mark's place, 8th st. SHOES.—Wanted, first class vamper and operators on ladies fine shoes. JOHN McPARTLAND, 383 Kent av., Brooklyn, E. D.

WANTED—A woman of sense and energy located outside principal cities for our business in her locality, anlary about \$50 monthly; references exchanged. E. J. JUHNSOS, Supt., 18 Barchay st., New York. WANTED Pirat-class operators and buttonhole makers on fine custom and fiannel shirts; steady work, good pay. IRA PEREGO, 629 Atlantic av., Br'lyn WANTED-Experienced feeder on Universal presses. BROWN & BANSON, 29 Murray at. VOUNG GIBLS can obtain situations free, loderings and meals at ite, each, at the Girls' Lodging House, 27 St. Mark's place, one block east of Cooper Institute (under care of Children's Ald Society).

Free instruction on sewing machines and in dress-making.

Wanted --- Males.

A SAISTANCE GIVEN to poor families with children who wish to reach the West where they have friends, or a prospect of employment, by the CHILDREN'S ALD SCCIETY, 24 St. Mark's place (5th st.), be-

A —HERRE are a few quotations more powerful than bi-tri-nitro-glycerine: Prince Albert suits, 88, \$10, \$12, \$14, \$10, \$16, \$50, \$22.
KING OF TAILORS, 85-91 Sands st., Brooklyn. A BOY to learn tinsmith's trade; one with some ex-perience preferred. S. A. SUYDAM, 550 Hudson st. A STRONG boy to run errands; must furnish best of reference. Address BOY, box 138, sun office. BOY WANTED in Hoboken to go errands and make himself useful about laboratory; wages, 27 for beginning. Address, with references and particular, M. E. C., box 152, Sun office.

BOOKBINDERS.-Forwarder wanted.
H. S. ARCHER, 57 Park st. BLACKSMITH on truck and wagon work. 20 Clarks, st. between Broome and Spring. BOX wanted to feed Universal press; wages \$4. C -ANOTHER smash up in prices—Men's suita, \$3, \$3, \$7, \$10, \$12, \$14, \$16, \$18, \$20.
kind OF TAILORS, 86-81 Sands st., Brooklyn.

COMPOSITOR wanted on daily bills of fare; mant be capable. M. J. ROMEY, 1,327 Broadway. CARRIAGE PAINTERS—Two first-class men.
R. H. NOSTRAND, Hempstead, L. I. EXPERIENCED men to cut and hang shades
Apply to Mr. McMonagle.
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FLOORMAN horseshoer wanted; none but a union man need apply. EDWARD MOFFIT, 150 Washing-GOOD, smart boy for feeding job ruling machine. HARNESS MAKER wanted; a stitcher and good repairer; good wages and steady job will be given the right man. Address LANE BEOS., Norwich,

HARNESS MAKERS.—One stitcher, also one jobber; steady employment. 38 Broadway, B'klyn MOULDERS wanted at iron foundry, Pranklin and Dupont sts.. Greenpoint: steady work. STILL ALIVE to the interest of the people-All-wool suits to order, \$12, \$14, \$10, \$15, \$20, \$22,

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TO BOOK BINDERS, Wanted, a first-class To BOOK BINDERS, Wanted, a first-class feeder on Chambers folding machine. Apply at once at bindery of HARPER & BEOTHERS, Franklin square. TENNMITHS wanted on furnace work at 1,348 TWO first-class job compositors wanted. STYLES & CASH, 778th av. WANTED-A man who understands the packing of whites Ac. in cases by winding the bottles with loose straw: no one else need apply A. SPERK 16 Warren st. N. Y., on Friday or Tuesday.

WANTER-From 600 to 880 shie-bodied men to work in brick yard at Randout, N. Y.; good wages, sleady employment; pay very 2 weeks in full. Steamboat fool of Harrison it. WANTED—This day, good cook and steward for a whaling voyage of two years to Indian Ocean. PRABL, 160 West at. cor. of Dunne.

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M. McKIVEN, 20 Hester st., corner Baxter. WANTED-Three carriage painters W. L. COLE & CO., Perdham. WANTED-A first-class polipher on mouidings. 82
WANTED-Six good rooters with tools at 225 West
Soith at. WANTED-Two clothes cleaners. Apply 7 Baxter WANTED Good jobbing tinamith. 256 Water st.

YOUNG MAN handy at tools; wages to begin with, to per week. UEO. W. TRAVERS, 186 Chambers st. Mewards.

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Almost any kind of food may satisfy hunger, but or of AYER'S SARSAPABILLA as a remody for varie acts effectively, both as an Alterative and Touto-dire thus reaching the Maindy in two ways.

"I was completely cured of Dyspapels, after taking a few bottles of Ayer's Sareaparilla," writes Henry Cobb of di Russell st., Charlestown, Mass.

"Last year I suffered severely from Dyspeptia and Loss of Appettie. Two bottles of Ayer's Borsaparilla cared me."—Alfred Sandbiem, 207 Lawrence st., Lowell, Mass. Josh M. Agenayo, Vice-Consul of Italy, Boston, writes that Ayer's Sarasparilla, in connection with Ayer's Pills, oursed him of Dyspepsia, which had become so had as to affect his mental powers.

"Ayer's Sareaparille has benefited me wonderfully."
ocritics D. M. Fisher, usween, M. Y. "I had no appetite,
was restless at night, and very much debiliated. After
taking two bottles of Ayer's Sareaparille my strength
and appetite returned, and my health was completely
restored."

Ayer's Sar saparilla,

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The music is exceedingly pretty, and will undoubtedly become popular.—Evening Telegram.

The Pyramid" must, taking all things into consideration, be put down in the catalogue of good, if not great, successes.—World.

Likely to prove attractive for some time to come.—
Herald. eraid.
There are light and simple numbers to tickle the ears
the nuskilled, and there are bits of scholarly writing
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Monday, May 21.—FLEDERMAUS.

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RECEIVED WITH HOARS OF LAUGHTER.

Admission 50c. Seats secured one month in advance.

5TH AVENUE THEATRE. JOHN STETSON Week commencing May 23, LILIAN OLCOTT,

THEODORA. 14TH STREET THEATRE, corner 6th av. LAST THREE WEEKS

DENMAN THOMPSON THE OLD HOMSTEAD.

DOCKSTADER'S, Broadway, bet. 28th and 20th. BRIGHT. MUNICAL, LAUGHABIR, SUCCESSFUL. Matinees Wednesday and Saturday.

M A DIMON SQUARE THE ATRE.

Mr A. M. PALVER
Begins at 5:23. Savurday Mattines at 2.
The Charaning Counsely,
LAST TWO WEEKS.

LAST TWO WEEKS.

LAST TWO WEEKS. GRANDOPERA HOUNE. JOSEPH WURPHY.
Reserved sears (orche-fra circle and balcony, Soc.
Mr. JOSEPH MURPHY in THE DONAGH.
Evenings at 8. Mailinee Sainrday at 2.
Next Week-KIRALPY BROS. NEW BLACK CROOK.

MINERS FEOFLE'S THEATRE BOATINE ST. MATINER SATURDAY AT 9. LILLIAN OLCOTT IN THEODORA. NEXT WERE NAT. GOODWIN. H. A. JACOBA'S SD AV. THEATER
Admission. JOS. J. SULLIVAN AND CONPANT
INC. and Cib.
Matinees Monday, Wednesday, Friday, and Saturday.
Week May 23—URAY AND STEPHESS.

WINDSOR THEATRE, Bowery, near Canal One week, commencing MONDAY, May 16, MATINERS WEDNESSIAY AND SATURDAY, ROMUND COLLIER as MICHAEL STROGOFF, Next week—HIR ATONEMENT. L YOEUM THEATHE, 4th av. and 25d st. A:50 INCESSASS LAUGHTE. MATINES SATURDAY. THE HIGHEST BIDDER, With Sohern, Lemoyne. THE HIGHEST BIDDER, Pigott, Buckstone, Misses Till HIGHEST BIDDER, Archer, Croly, Crowther.

BIJOU OPERA ROUSE.

All the charming suriesque Drama
ADONIS.

Evenings at 8. Natince Saturday at 2.

STANDARD THEATRE. "GASPARONE."
FOR A LIMITED NUMBER OF NIGHTS,
MILLOCKER'S CHARMING OPERA.
GASPARONE.
Every night at 8:10. Haturday matines at 2.

DALYS THEATRE THE CONANCE WALLACK'S COMPANY, EVEN NO AT STURDAY, MATINEES WEDNESDAY AND SATURDAY, POOJ. E-A THEATHE, sthet, bet. E-way 4 sthav.
ADMISSION.
D. II. HARKINS.
HALLIAND HARKINS.
HALLIAND HI.
ROSE, ved sonia, 20c.
RIGHTARD HI.
THUR, SEL.
NEXT WEEK-THE BANKER'S DAUGHTER. 2D YEAR MERRIMAC AND MONITOR NAVAL BATTLE, Nadison av. and 50th at.—Open day and evening. Firangero visiting Central Park will find this within one block of 5th av. entrance. ATLAN IC GARDEN. Concert. Sig. A. LIB ERAT'S TIST REGIMENT BAND, N. G. S. N.Y. THE COACHMEN'S UNION League Society will give their fourth annual picule on Friday evening. May 20, 1887, at Lion Park, 100th st. and 9th av.

Summer Resorts. SEASHORE COTTAGE, FOR WORKINGWOMEN, AT NORTH LONG BRANCH, WILL OPEN JUNE 15.

YOUNG WOMEN'S HEISTIAN ASSOCIATION, 7 East 15th st. New York. A BIRONDACK MOUNTAINS.—Serange A Lake House, opened from May I to Nov. I. Write for circular. Address MILO B. MILUER, Proprietor. Barange Lake, Franklin county, N. Y.

FOR SALE-An Otis Bros. elevator, new (beit ma chine), very chear. Oan be seen at VAN ALLEN & BROUGHTON'S, 46 Musical Instruments. \$125-ROSEWOOD plano, all improvements to 125 weber, bergain: installments 45 to \$20 month by: rents, \$5 up. WHEELOUK 4 CO., \$2 and \$5 E leads

says: "I have been a great sufferer from Dyspepsia, but have extred myself, and saved the expense of doctors' bills, by the use of Ayer's Barsaperills."

"I have intely been a sufferer from Dyspepsia and Servenses," writes W. Rose, H. Dighton, Mass. "After taking two bettles of Ayer's Seresperilia, I feel as well and strong as ever."

Mrs. A. L. Chass, Dover, N. H., etates that Ayer's Sar-capazilla entirely cured her of Dyspapsia and Erysipelas, for which diseases she had tried various other remedies

have been suffering for years past with Dyspepsia, General Debility, and Incomnia. Ayer's Sarasparilla has entirely cared me within the past three months."

A BUITTONAL CHUISERS AND GUS-Under suthority conferred by the act of Congress making appropriations for the naval service, approved March 1, 1887, each proposed set Large, sage 428, and the act making appropriations for the naval service, approved March 3, 1887 (22 Statutes at Large, sage 428), and the act making appropriations for the naval service, approved March 3, 1887, each proposed are hereby invited and will be received at this Department until '19 o'clock moon on Monday, the 1st day of August, 1887, for the construction, exclusive of equipment and armament, by contract, of five vessels for the United States Navy, which, for the purposes of this advertisements are designated as follows:

construction, exclusive of equipment and armanent, by contract, of five vessels for the United States Navy, which, for the purposes of this advertisement are designated as follows:

CRUISER NO. 1.

One steel cruiser of about 4.000 tons displacement.

One steel cruiser of about 4.000 tons displacement.

One steel cruiser of about 4.000 tons displacement.

One steel gunboat of about 1.700 tons displacement, of the type of gunboat No. 1.

GUNBOAT NO. 2.

One steel gunboat of about 1.700 tons displacement, of the type of gunboat No. 1.

GUNBOAT NO. 4.

One steel gunboat of about 1.700 tons displacement, of the type of gunboat No. 1.

Cruiser No. 1, authorised by the act of March 3, 1883, is to be constructed in the manner and in conformity to the conditions and limitations provided for the construction of the new cruisers in the acts of Aug. 5, 1881 (12 Statutes at Large, page 472), except so far as said (22 Statutes at Large, page 472), except so far as said action; Readfor and define the duties of the Naval Advisor; Readfor and define the duties of the Naval Advisor; Readfor and define the duties of the Naval Advisor; Readfor and define the duties of the Naval Advisor; Readfor and define the duties of the Naval Advisor; Readfor and define the duties of the Naval Advisor; Readfor and define the duties of the Naval Advisor; Readfor and define the duties of the Naval Advisor; Readfor and define the duties of the Naval Advisor; Readfor and define the duties of the Naval Advisor; Readfor and the method of according and contracts the them they are built, the notice of and proposals for the same, the plant drawings and specifications therefor, and the method of according said contracts, shall be observed and followed, and said vessels shall be built in compliance with the terms of said act, so far as the same reads to seven the same proposals for the action of cruisers Ro. 4 and No. 6 will "contain provisions to the effect that the contractor guarantees that when completed and tested for speed, under conditions to be pr

pany the proposals or be submitted to the Department in advance.

All the vessels included in this advertisement are to be of the best and most moders design, having the highest attainable speed, and to be constructed in accordance with the plans and specifications provided or adopted by the Secretary of the Navy. Flans and specifications, appropriate forms of proposals, and general forms of contract for each vessel will be prepared by this Department, and may be seen and examined, on and after June 1, 1997, at the Department, where all information essential to hidders can be obtained. Full information as to the general characteristics and essential requisites of each vessel can be obtained by hidders at any time on a present the condition to the provisions of section? Of the aforesaid act of March R. 1867, for testing the speed of cruisers No. 4 and No. 5, will be included in the general forms of contract, above referred to for the construction of those vessels. Proposals for each vessel are divided into three classes, as follows:

PROPUSALS FOR HULL AND MACHINERY.—CLASS 1.

pa follows:
PROPOSALS FOR HULL AND MACHINERY.—CLASS 1.
For the construction of the hull and machinery, including engines, boilers, and appurienances, complete in all respects, in accordance with the plans and specifications provided by the Secretary of the Navy.
FROPOSALS FOR HULL AND MACHINERY.—CLASS 2.
For the construction of the hull and machinery, including aggines, holiers and appurienances, complete in all respects, in accordance with the plans and specifications provided by the contractor. But no such proposal will be considered unless accompanied by full and complete plans and specifications of such suit and machinery, and a salisfactory guarantee of the results of the same, if adopted.

less accompanied by full and complete plans and specifications of such proposed engines, bollers, and appurientances, and a satisfactory guarantee of the results of the same, if adopted.

Proposals must be made according to forms which will be furnished by this Department on application. Noofter for more than one vassal, complete, including hull and machinery, is to be embraced in the same proposal; bubblefore and serviced to one proposal, is, the bubblefore and serviced to one proposal, is, the bubblefore and serviced to one proposal, is, the serviced and under one or neady for one or more of the versels, and under one or neady for one or more of the versels, and under one or neady for one or more of the versels, and under one or neady for one or more of the serviced of the forest proposals, as above specified.

Back proposals must be preceded or accompanied by a cash deposit or satisfactory certified circk, payable to the order of the Secretary of the Knavy, which shall be to come the property of the United States in case the successful bidder of the contracts of the same of his proposal. The amount of such deposit or check shall be five percent, of the amount of the bid. All deposits and checks of bidders whose proposals shall not be accepted will, on the award of the contracts, be returned to them, and those of each successful bidder will be returned to him when his contract has been duly entered into.

Contracts will be awarded separately for each vessel, the very aurecessful bidder will be required, on the acceptance of his proposal, to enter time formal contract for the performance of his work, and to give a bond therefor, with sufficient sureties, and in a penal surety for months and the two gunboats within venty-four months and the two gunboats within eightsen months, from the execution of the respective contracts. The cost of cruiser No. 4 and No. 5, including equipment, but accounts of armanent and premiums for ment. The cost of cruiser No. 4 and No. 5, including equipment, but The cost of cruiser No

including equipment, is limited to an amount not exceeding \$1,321,033.

The cost of cruisers No. 4 and No. 5, including equipment, but exclusive of armament and premium for apsend, is limited to an aggregate for both vessels of not more than \$N,UE,OUS.

The cost of ganboats No. 3 and No. 4, excludive of armament, but including equipment, is limited to an amount not exceeding \$6.50,030 escit.

Payment to each contractor will be made in ten equal intalliments, as the work progresses, upon bills duyertified, from which 10 per cent will be reserved to be paid on the full and final completion of the contract. The Secretary of the Navy sessives the right to reject any or all bids, as in his judgment the interests of the Government may require. William No. WillTAEY, Secretary of the Navy.

Business Chances. A-UP-TOWN ABVERTISERS
A - UP-TOWN ABVERTISERS
A - may leave their favors for Tus Mus at the only authorized up-town advertisement offices:

1.338 froadway, corner jist st., till S P. M.
1558 West 223 st., corner jist st., till S P. M.
1568 West 224 st., corner jist at., till S P. M.
1568 West 224 st.
1569 3d av., entrance on 47th st., till S P. M.
1568 West 224 st.
1569 3d av., carrier jith st., till S P. M.
1568 West 234 st.
1569 West 234 st.
1569 West 24 st.
1569 West 25 st.
1569 3d av., near 25th st.
1570 3d av., near 18th st.
1570 3d av., near 18th st.
1589 West 25d st.
1580 We

18 South 5th av. 184 th st. 504 8th av., near 14th st. 604 8th av., near 30th at. 60th 8th av., near 40th st. 57 th 0th av., near 42th st. 57 th 0th av., near 52th st. 1,6451 2th av., near 50th st. 1,681 2th av., near 10th st. No extra charge. FANCY GOODS FIXTURES for sale and store to let. 3,055 3d av., between 156th and 157th sts. OM SALE Grand st. restaurant; owner has other business. Address M., box 191, Sun office.

PRICES FISHING TACKLE CASES THEY ARE THE BEST. **PHOTOGRAPHS** 

OF ALL THE PROFESSIONAL

BASE BALL PLAYERS,

PUGILISTS,

AND ALL THE LEADING

**ACTRESSES** 

are packed in EVERY BOX of

**OLD JUDGE** 

CICARETTES.

ROUGHINTCH

remady, but a complete cure worst chronic case charrian threat affections, foul breath, offens odors, resulting from Nasal Chairrh corrected at on by the use of "Rough on Catarrh." Usequated diphtheria, sore threat, foul breath, see. Druggis E. B. While, Jerey City, N. J., U. R. A.

ROUGHON CORNS for hard or not Corns

Real Estate.

LEGGETT ESTATE.

RICHARD V. HARNETT & CO., AUCTIONEERS. will sell at auction. THURSDAY, MAY 28, at 12 o'clock noon, at the Real Estate Exchange and Auction Soom 59 to 66 Liberty st.,

Supreme Court Partition Sale:

7014 and 81 Bowery, near Canal st., 2-story brick, with stores, 25x117.10, 113 and 113½ Bowery, "Bowery, "Bowery, "Bowery, "Bowery, "Bowery, Bowery, B

**OWN YOUR HOME** 

Five miles by Long Island Railroad. New addition of 250 choice lots in the midst of rapid improvements.

Payable \$10 monthly.

Please write for map, with full particulars. Address HITCHCOCK'S REAL ESTATE OFFICE. 14 CHAMBERS ST., NEW YORK. GEORGIA. -122-acre tracts for settlement; cleared the title personally; \$1 per acre. Address E. WAKELEY, 220 West 43d st.

for Sale.

walter E. TREADWELL Anthony, Kansas.

Bublic Notices.

Public Motices.

Post office Notice.—Foreign mails for the wesk ending May 21 will close (promptly in all cases) at this office as follows:

FRIDAY—Alt 1. M. of Carupano and Cludad Bollvar, Still A. A. A. 1 of Carupano and Cludad Bollvar, Still A. A. A. 1 of Europe per steamship Still A. A. A. 2 of Carupano and Cludad Bollvar, Still A. A. A. 2 of Carupano and Green electers for Ireland must be directed "per Fulda"): at 9 A. M. for Europe per steamship Fulda, via Southampton and Bremen letters for Ireland must be directed "per Fulda"): at 9 A. M. for Eriguay and Argentine Republic. per steamship Keli; at 10 A. M. for Central America and South Pacific ports, per steamship Newport, via Aspinwall (letters for Chill Guatemala, and Mexico must be directed "per Newport"); at 11 A. M. for Jamaica, per steamship Edith Godden; at 11 A. M. for Venezuela and Curacoa, per steamship Laracoa, at 11 A. M. for Costa Rica, per steamship Caracas; at 11 A. M. for Costa Rica, per steamship Caracas; at 11 A. M. for Costa Rica, per steamship Caracas; at 11 A. M. for Costa Rica, per steamship Servacoute; at 1 d. Rands direct, per steamship Barracoute; at 1 d. Rands direct, per steamship Servia, 1 at 130 P. M. for Europe per steamship Servia, 1 at 130 P. M. for Europe per steamship Servia, 1 at 130 P. M. for Scotland direct, per steamship Devonia, via Glasgow (letters russ be directed "per Bevia"; at 130 P. M. for Hosel and the direct, per steamship Devonia, via Glasgow (letters russ be directed "per Bevia"; at 130 P. M. for Hosel and the direct, per steamship Devonia, via Grasgow (letters russ be directed "per Bevia"; at 130 P. M. for Hosel and the direct, per steamship Devonia, via Grasgow (letters russ be directed "per Bevia"; at 130 P. M. for Hosel and the direct per steamship Devonia, via Grasgow (letters muss be directed "per Bevia"; at 130 P. M. for Hosel and the direct per steamship Let

XCURSIONS FOR 1887.

Starin's City River and Harbor Transportation Co.

Starin's City River and Harbor Transportation Co.

Saloon atsamors, capacity 500 to 1,500 passengers;
largest and handsomest barges alloat; new and popular
graves on the Sound, up the Hudson, and down the Baygrincipal office. Pier Is, N. R., foot of Cortlands st.
books open daily 9. A. M. to 5 P. M.; Sundays, 1 to 4 P. M.;
branch office, tid at and 7th av., open evenings.

COBPISHING.
CHOLERA BANKS
The commodicus steamer SHENANDOAH (built in
1882 and specially adapted for consting service) runs
every TUESDAY. THUISDAY, and SUNIA;
Lying at and leaving Sist at. E. R. 7 A. M.; Edst., 7:15
A. M.; Seckman St., 7:50 A. M.; Franklin at. (Northelity River, 8:10 A. M.; Bait, tackie, and refreshmenus at
city prices.

city prices.
Gentlemen's tickets, 75c.; ladies', 50c. Club tickets a special rates.

COOPER.

Pichi rates. O. COOPER

PISHEING BANKS.—New fast sea-going palace
steamer BAY RIFUE (license 102) passenders;
never before equalled runs every day from passenders;
R. 7:80; Beekman st. Pier 23, E. R. S. Pier 1 k. R.
foot Whitehall at (terminus all clevated railroads),
s:33 A M. will not land at Frankin st.). Pare genta
70c.; ladies, 50c. Tickets returned if tabing grounds not
reached. Refreshments, tackle, and bait at city prices.
AL FOSTER Manager.

OAK POINT PLEASHEE GROUNDS
AATURDAY, May 21, 1887. Boat racing, pigeon and
grame ball shooting, vocal and instrumental concert, and
display of fireworks in the evening by J. W. Warden of Citykal Palace, London. Boats leave Harlem
Bridge every half hour.

A. Pishing BANKS.—Extra Bulletin.—Peo.

A. pie boat.—Passengers Thursday on the fishermen's steamer BAY RIDGE caught sea bass, two baskets full two strings besides, two, three, and four at a time. He liable pilot.

Hable pilot

FIRMENG BANKS.—AL FOSTER'S new large.

F fast steamer BANKS.—AL FOSTER'S new large.

F fast steamer BANKS.—AL FOSTER'S new large.

Caught 14(60) sea hase, blackfish, codisis, and porgles

Steamer leaves 21, E. H., 7:33 A. M. AL FOSTER Pilot.

MOST ELEGANT VARIETY OF POUR-BUTTON CUT-AWAY PROCK SUITS FOR MEN. COULD NOT BE MADE FOR LESS THAN \$25.00. WILL SELL TO-DAY AT \$12.00. ALL THE (CELEBRATED

MEN'S SPLENDID RACK SUITS, PIN CHECKS, ALSO BRAUTIFUL SCOTCH AND HEATHER MIX-TURES, SUCH AS ARE ALL THE RAGE THIS SPRING. AT \$9.00.

PEOPLE KNOW

AT \$10.00.

PINE IMPORTED CORRECTEW SUITS IN SACRE, ALL SHADES, WILL SELL TO-DAY FOR \$0.00; WORTH \$18.00.

627 AND 629 BROADWAY.

NEAR BLEECKER ST.

OPENTHIS EVENING UNTIL POCLOCE

A 7-octave unright, \$100 cash, or \$110 payable \$10 cash and \$5 monthly. A small square plano (suitable for a beginner), only A small square plano (suitable for a beginner) only \$155.

A good Satringed upright, \$100 cash, or \$175 payable \$10 cash and \$5 monthly.

A 75-octave overstrung carved leg plano, \$125.

A 75-octave overstrung carved leg plano, \$125.

Cash, or \$150 payable \$10 cash and \$5 monthly.

A large size 75-octave 8-stringed upright grand, \$150 cash, or \$150 payable \$15 cash and \$7

multimu HORACE WATERS & CO.,

PRENCY GOSPITAL SENEDIES

manhood, etc. I will send a valuable treatice (scaled) containing full particulars for home cure, free of sharge, Address Prof. F. C. FOWLER, Moodus, Comm.

Mnilronds.

RRITERIAS.

NEW YORK CENTRAL AND MUDGON BIVER ALLRUAD.

GREAT FOUR-TRACE TRUNK LINE.

On and after May 15 trains leave ORAND CENTRAL DEPOT,

18 A.M., Rochester Express. Graving-room cars to Abens, Troy, St. Abens, Kouse's Foins, and Syrtacus.

"U.50 A.M., the FARGE SHIES CHARLES CARS.

"U.50 A.M., the FARGE SHIES CARS. CHARLES CARS.

GAW ings. Scheeter. Buffale, Magrar Falls. Eric. Cleveland and Toledo, arriving Chicago 9:50 A.M. next day, 10:30 A.M., Chicago Express, drawing-room cars to Canandaigus and Rochester.

11:30 A.M., Western New York and Northern Express, with drawing-room cars.

3:30 P. M., Albany, Troy, and Utics Express, with drawing-room cars.

"4.P. M., Accommodation to Albany and Trey.

"4.P. M., Accommodation Toledo, Detroit, and Chicago. Dining car New York to Albany.

"16:30 P. M., Fast Chicago Express, with sleeping cars for Magrar Falls. Buffalo, Toronto. Toledo, Detroit, and Chicago. Dining cars for Cleveland. Checkmant, Indianapolis and St. Louis Express, with sleeping cars for Cleveland. Checkmant, Indianapolis and St. Louis Lauren.

"7.P. M., Nontreal Express, with sleeping cars to Mon-

with sleeping cars for Usevaland. Unclinial, inquanaolis, and St. Louis; also to Auburn. Geneva. and Canaddaigus.

7. P. M., Montreal Express, with sleeping cars to Montreal. Runs to Utica, stopping as principal stations.

7. P. M., Special Sleeper strives Rochester 1:30. Adv.,
19-115. P. M., Pacific Express, with sleeping cars to Mon19-115. P. M., Pacific Express, with sleeping cars to Glayton via.

Utica, daily except Saturday.

11:15. P. M., Night Express, with sleeping cars to Albany
and Troy. Connects with the morning trains for the
West and for the North (except Saturday night).

11:chets on sale at Irrand Central Depot. 7. Battery,
place, 415 Broadway, Mott Haven Station, 136th st., and
at Westoott's Express Offices, 12 Park place, Sear Breadway, 755 and 942 Broadway, and 62 West 125th st., New
York: 235 Washington, and 730 Pation sta., Brooklya,
and 79 4th st., Williamsburgh.

Accommodations in drawing room and sleeping cars
can be procured at any of the telescoffices in New York

Barrage Jille August Saturday

Hanky Monett.

1 Deen State Cars.

1 Deen Saturday.

General Supt. General Passenger Agent.

DENNSYLVANKA MARLEGOA B.

DENNSYLVANIA RAILROAD.

Falce are stacebed, 9 A. M., 7 and 9 P. M. daily, New York and Chicago Limited of Parior, Dining, Smoking, and Sleeping Cars at 9 A. M. every day, williamsport, Lock Haven, 9 A. M., 8 P. M.; Corry and Eric at 8 P. M., connecting at Corry for Titusville, Petroleoum Centre, and the Oil Regions.

For Lebauon, 9 A. M., 3:20 P. M., and 12:15 night. Baltimore, washington, and the South, "Limited Washington Express" of Pollman Paiace Cars daily, except Sunday, 19 A. M.; arrive Washington 4 P. M., and daily, 3:40 P. M.; arrive Washington 4 P. M., and 12:15 night. Sunday, 6:15 and 9 A. M., 4:20 and 9 P. M., and 12:15 night. Sunday, 6:15 and 9 A. M., 4:20 and 9 P. M., and 12:15 night. Sunday, 6:15 and 9 A. M., 4:20 and 9 P. M., 1 P. M. Cars M. M., M. M. Carlon Carlo Charles Carlo Charles Carlo Charles Carlo Charles Carlo Carlo Charles Carlo Car

51-0, 5 F. M. On Sunday, 9:45 A. M. and 5 F. M. (do not stop at Asbury Fark).

For Old Feint and Norfolk, via New York, Philadelphia and Norfolk Railroad, 8 F. M. every day; via Baillinger and Say Line, 4:30 F. M. evek days.

Boats of "Brooklyn Annex" connect with all through the state of "Brooklyn Annex" connect with all through the state of the state o

Express trains leave New York, via Destroyses and Cortiandt Streets Ferries, as follows:
6:20, 7:20, 8:9:0 Chicago Limited and 10 Washington Limited), and 11 A. N., 1, 2, 3:20, 4, 4:20, 5, 6, 7, 8, and 0 P. M., and 12:15 night. Accommodation, 5:20 and 11:10 A. M., 4:40 P. M. Sundaya, Express 6:15, 9 (b) Limited), and 10 A. M., 4, 4:20, 5, 6, 7, 8, and 9 F. M., and 12:15 Markh.

Limited, and 10 A. M., 4, 432, 5, 6, 7, 5, and 9 F. M., and 12 f.5 might.

Trains leaving new York daily, except Sanday, as 7.20, 18 and 11:10 A. M., 1, 2, 4, 5, 8 F. M., and 10 A. M., and 6 P. M. on Sundays, connect at Trenton for Camden.

Returning, trains leave Broad street station. Philadelphia, 12:91, 3:20, 4:05. 4:0, 5:10, 6:30, 7:39, 8:20, 8:30, 6:40, 5:40, 13:40,

A -MARY POWELL, Capt. ANDERSON-For Hamburg, Mitton, Foundation, West Point, Cornwall, Newburgh, New Hamburg, Mitton, Foundations, Hyde Park, Romeout, and Kingston. Daily (Sundays excepted). Leave Vesty 8: 5:15; West 22d at, 3:30 P. M. BATURDAYS, LEAVE ONE HOUR EARLIER.

PED STAB LINE FOR ANTWERP.
RAILing from New York and Antwerp every Railurdsy.
RELIGENIAND
NOORDLAND
Spring and summer rates: First cabin, 260 to 210 excursion, 510 to 5100. Second cabin, 540; excursion, 510 to 5100 excursion, 510 to 5100 excursion, 510 to 5100 excursion, 510 to 5100 excursion, 510 to 5100. Second cabin, 540; excursion, 50 and 650. Nicerage at very 10w rates.
PETER WRIGHT & BONH, General Agents, 56 Broadway

DE. TOUNG's patent electric belts and suspensory cure nervous defully, weakness of body and mind-weak back; jost manhood restored; book of vigor free Dr. s. YGUNG, 250 Hudson st., near Canal. 5. DE. SMITH, 2 Rest 14th st., oldest reliable special-ist, both saves. My method the only one known that cures permanently worst cases. Avoid quacks and com-panies; they fail. Advice free.

On and after May 10, 1897.

GREAT TRUNK LINK
GREAT TRUNK LINK
Trains leave New York, via Desbrosses and Cortlands
Streets Ferries, as follows:
Harrisburg, Pittsburgh, and the West, with Pullman
Palace Cara stateobd, 9 A, 10, 7 and 8 P. M. dally, New

Ceneral Manager.

General Pase's Agent.

POR PHILA DELPHIA AND THE ENTON.

Station in New York, foot of Liberty st., N. R.

Leave New York, foot of Liberty st., N. R.

Leave New York, foot of Liberty st., N. R.

Leave Philadelphia with and Green sts., 7:20, 12 P. M.

DRAWING ROOM AND SLREPING CARS.

Time table at all stations.

Steambouts.

RAMSBELL LINE STRAMERS leave Franklin et pier for Newburgh, Cornwall and Fish-kil week days at 5 P. M., Sundays 9 A. M., landing as Cranations, Cornwall, and Fishkill.

FISHING BANKS.—Steamer J. B. SCHUYLER makes daily irius 50 cents; club tickets, 40; ladies, 40. East 23d st. 7, 5d st., 7:10; Fack sip, 7.20; Franklin st., North River, 8:20. QUICK ENT permanent cure guaranteed: special description of both sexes; dangerous cases solicited by THESIA so West 24th at

SEA BASS. Steamer SHENANDOAH'S passengers caught Thursday baskets full of fish. G. COOPER